

SHE KEEPS CREW ON CRIPPLED SHIP

Wife Bravely Aids Captain Steer Oil Tanker After Crash in Bay.

FREIGHTER'S SMASH STILL'S ENGINES

John D. Archbold, with 3,000,000 Gallons of Oil, Rescued by Torpedo Boat.

Raging seas and a sixty-four-mile gale proved too much for a tug that was struggling with the tank steamer John D. Archbold, off Tompkinsville, Staten Island, yesterday afternoon, and the heavy steamer was swept broadside into the British freighter Hova.

The weight of the Archbold, which was carrying its full capacity of 3,000,000 gallons of oil to Calcutta, caused a terrific impact, and the steel plates on the side that struck immediately opened. The prow of the Hova, which was at anchor off Tompkinsville, was crushed in, and the few of its crew who were on board feared that it would sink.

To add to the seriousness of the situation on the Archbold, the rushing water extinguished the fires in the engines, and it soon was without power. The pumps still available made little headway against the water that was rushing into the hold, and the 100 members of the crew prepared to lower the lifeboats. The waves were so high that this idea soon was abandoned.

It is possible that the presence of Mrs. William Davidson, wife of the captain of the tanker, accomplished as much in preventing a panic and the abandonment of the big steamer as the courage of the men. She appeared on deck in the midst of the excitement and without the slightest evidence of fear watched her husband as he directed the operations that eventually saved it.

Captain Davidson, finding the boat without motive power, caused it to be towed with the wind and tide until the torpedo boat destroyer Jewett, which is on post off Tompkinsville, responded to his signals and aided him in grounding it on the Red Hook Flats off the Bay Ridge shore of South Brooklyn.

The Archbold, which is the largest oil tank steamer in the world, is owned by the Standard Oil Company. Because of the large cargo of oil on board desperate measures were resorted to save it from loss. Two oil barges went alongside of the grounded steamer late in the afternoon and began taking on the oil that had been intended for use in India.

The Hova arrived in the harbor from Palermo, Italy, early in the day and was awaiting the preparation of a dock for her. At a late hour last night it was said that there was no danger of the boat's sinking, but that the damage had been heavy. It was estimated that the damage to the Archbold would total \$150,000.

URGES U. S. FUND FOR IDLE

London Wants Wilson to Name Commission to Protect Workless.

Washington, Feb. 19.—A proposal for a commission to formulate a plan for a national insurance fund and mitigate the evil of unemployment was introduced today by Representative London, of New York, the only Social member of the House.

Three persons appointed by the President would work out details of a national insurance fund to secure to workers adequate subsistence while involuntarily unemployed, whether because of lack of work, sickness or old age, and would report the plan to the President next September.

The resolution proposes providing employment through the development and exploitation of national resources. All the Supreme Court justices and those of the Appellate Division and the City Court will take part with the members of the Bar Association in the memorial service in honor of the late Justice Bischoff to be held Thursday in Special Part I, in the County Court-house.

Bischoff Memorial Planned.

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Appearing Large or Stout Is Merely a Matter of Clothes

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Visit Lane Bryant and never again need you be subjected to the embarrassment of being informed "nothing to fit YOU, madam," as, perhaps, has been your experience elsewhere.

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SPY RECAPTURED ON BROADWAY.



G. GREENE PHOTO. SER.

I. T. Lincoln, Federal fugitive, who denied detectives for more than a month. Photo, taken last night, shows his changed appearance with mustache gone.

CAPTURE LINCOLN ON BROADWAY

Continued from page 1

When I tried to remove my trunk today they made the hold up. I wouldn't pay it, and they tipped off the police.

"Where have you been all this time?" asked Tunney.

Assuming a wise expression, Lincoln replied casually that he had not been far from New York. In fact, he said, he had been in the city, "looking things over and observing the work of the police."

"Oh, I had a fine time," Lincoln went on. "Do you know, I went over to Pompeii and hung around the duPont powder works. I was disguised as a farmer. I thought some one would give a rumble, but I got away with flying colors."

Tunney asked Lincoln why he had written to a newspaper declaring that the police search of the subway was made to trap him.

"Oh, I did that," replied Lincoln, "to give a little advertising to my book." While the Secret Service men were waiting for a taxicab some men from the Hofbrau House, at Broadway and Twenty-ninth Street, declared that they had seen "that fellow" in cafes and along Broadway for the last two weeks.

The manager of the Hofbrau declared that Lincoln had been a frequent guest. Lincoln was quite last night after his arrest. He had intermittent fits of anger and repose. The way he was tricked by his landlord seemed to annoy him more than his arrest, and he reproached himself as a fool for having gone back for his trunk.

"Those people intimated that they might avenge," he declared. "I never should have returned for my trunk."

Suddenly there was a fresh outburst of anger, and he berated the Federal government.

"The people in Washington know what is behind this persecution. It is a political affair, pure and simple. I never would have run away if I had been treated fairly."

"I suppose you know the government has its own way of doing business, Lincoln," observed one of the Secret Service men.

"Yes, I know all about that," he replied dejectedly. "But I'm game; I'll take what is coming to me. Nevertheless, if it is the only thing I do in life."

Stevens contract on the part of Lane and Read.

Then they did only ask Lane into the side room.

"I'll quote from Scripture: 'Two women shall be grinding at the mill, and one shall be taken and the other left.' I don't know but it was that."

"Has there anything singular in Lane's resignation from the board?" "No. He told me his health had been failing and he couldn't attend meetings. He only attended eight or nine while I was president."

Five persons resigned from the directorate almost immediately after their difference with Shonts on the Stevens contract. George W. Young, who stood with the two against the Stevens contract, did not resign, but failed of reelection as a director at the next annual meeting.

"How did you happen to say to Mr. Lane that neither you, Stevens nor Readman were to get any share of the \$2,000,000 commission?"

"I never heard of any commission of \$2,000,000 until I read it in the papers," Senator Thompson then took up the examination.

Never Agreed on a Percentage.

"Do you think," asked the Senator, "that Commissioner Malthe, or Mr. Harkness, of the commission, would come here and swear to a falsehood?"

SHONTS DENIES LANE HELD 'FUND' SECRET

Continued from page 1

his usual suavity and answered with a beaming smile:

"I did not know you so well when I wrote that letter as I do now."

Senator Thompson chuckled, and Mr. Colby resumed the examination. In answer to questions, Mr. Shonts said he did not know of the existence of the Lane memorandum until he read of it in the newspapers.

"Have you any objection to our having it?" asked Mr. Colby.

"I have already written for it. I have no objection to it if it has any bearing on this situation."

Senator Thompson again interrupted: "Mr. Shonts, will you give us a letter to counsel for Mr. Cotting, the executor of the Lane estate, asking him to give us the memorandum?"

"I think," replied Mr. Shonts, measuring his words slowly, "that that is going a little too far, but I will."

After the adjournment Mr. Shonts wrote the letter. It was on Interborough stationery, dated February 19, 1916, and read:

"Under date of October 18, 1915, I wrote you advising you that there was not the slightest objection on our part to the inspection by the Thompson legal committee of any of Mr. Lane's letters to me or to the company relating to our affairs. At that time I had not heard that there might be among Mr. Lane's affairs some personal memoranda bearing on this company's affairs, but it has recently been brought to my attention that such may be the case, and I am writing you again to state that, so far as I or this company are concerned, we have no objection to the inspection by the committee of any of Mr. Lane's letters or personal memoranda that may have any bearing upon the affairs of the company."

"I hereby, on my own behalf and of the Interborough Rapid Transit Company, request that you permit a copy thereof to be taken by George F. Thompson, chairman of the joint committee, or his authorized representative."

"P. S.—I make the same request of the executor."

\$2,000,000 Fund Taken Up.

Before the session began yesterday Senator Thompson declared that Mr. Shonts was using John F. Stevens as a dummy to pay off the \$2,000,000 of "commitments and obligations" it was getting the dual subway contracts signed.

One of the first questions asked him on his resuming the stand was whether he had told Mr. Lane anything concerning the \$2,000,000 profit that would accrue to Mr. Stevens if the contract for third-tracking the "L" lines was awarded him. Mr. Shonts said he did not.

"Did you use the words 'commitments and obligations' in your conversation with Mr. Lane?" asked Mr. Colby.

"To the best of my recollection I used one or both of them. I think I said that all the commitments I have made have been on the basis that prices and quality must be equal before friendship commences."

"May I have a copy of that motto?" asked Senator Thompson.

"It is an imaginary motto. I live up to it. It isn't framed."

"Did you say you were committed to Stevens?" next inquired Senator Thompson.

"Yes," said Mr. Shonts. "I said Stevens had promised me he'd lay aside other work to attend to this."

"Then why didn't you say that to the full board of directors?" asked Mr. Colby.

"I did. At least I think so."

"Then why did you have to call Lane into your private room?"

"I felt there was hostility to the

I'll get square with those traitors who held me up on my trunk."

Deputy Marshal Parry, of the Eastern District of New York, from whose jurisdiction Lincoln escaped while dining with Deputy Marshal Johnson, arrived at the Park Row Building at 9:20 a. m. and demanded the prisoner.

The three captives did not want to let Lincoln out until they had heard from Acting Superintendent Baker, but finally Lincoln was released in Parry's custody and taken to the Raymond Street jail, where he was a prisoner before his escape.

Lincoln was wanted by the British authorities on a charge of forgery. When arrested he made a fight against extradition, claiming that he was not a forger, but was wanted for a political offense. The charge of forgery, he said, was a subterfuge of Great Britain to compel extradition. Lincoln's case went up to the Circuit Court of Appeals, and pending the decision of the body he was kept in Raymond Street jail.

BACK TO FELT HAT, DYE FAMINE DECREE

Oldtime Rabbit-Hide Kelly Soon to Replace Velour.

Danbury, Conn., Feb. 19.—Exit the sunset hues of the velour headpiece. Enter the old time rabbit-hide kelly that no one but Uncle Sam has worn for years. War times are going to be hard on the cotton-tails, for hatters lacking dyes are talking seriously of proclaiming the re-entry into society of fur hats in the natural colors.

The archaic "beaver" is once more threatening to break into society. The archaic dyes are failing and hat makers face the alternative of turning out lids of felt in its untouched hue, or of depending upon the rabbit to do their dyeing for them.

If you have a garret in your home, look among the costumes of your grandfathers. If there you find an ancient hair-die, wear it boldly. They're in style again.

MISS FLYNN BARRED AT ANSONIA STRIKE

I. W. W. Workers Busy as Walk-Out Spreads.

Ansonia, Conn., Feb. 19.—With I. W. W. agitators spurring the 5,000 strikers on in their fight for better pay, shorter hours, the situation here to-night is considered serious. More I. W. W. leaders are coming into town hourly; the weavers have threatened to join the general strike and extra guards will be about the big brass plants during to-morrow.

The police have heard that Elizabeth Gurley Flynn, of Paterson, N. J., and Joseph E. Egan, of the Industrial Union of Marine and Shipbuilding Workers of America, are coming here to organize the strikers. A train on which it was reported Egan was coming was searched by the police, but he was not aboard.

After a conference with officials the prosecuting attorney drew up warrants against Miss Flynn and Egan to be served should they come here and address the strikers.

Sets New Butter Record.

Montpelier, Vt., Feb. 19.—The production of 35,316 pounds of butter in seven days by a registered Holstein cow owned by Dr. J. C. Whitney was declared by officials at the Vermont state experiment station today to be a world's record for a one week test. The test was conducted under the supervision of the station.

of asking for bids, was because 3,400 trains were run daily on the elevated and he did not want any one to do the work unfamiliar with transportation problems for the sake of saving a few dollars.

"The Stevens incident tied a-borning, so far as I was concerned," added Mr. Shonts. "I cleared up the question when I got home. We thought Terry and Lane said this commonwealth in touch with Southern France and with a neighboring state in a way which

Mr. Lane's statement that the Lane and Young memoranda differed only in one small particular.

"Well," said Mr. Shonts, with a more serious air than he had previously used, "all I can say is that I never said anything to Mr. Lane about commitments and obligations in the sense in which the terms are used here."

"So then you agree with all that Mr. Lane said except the interpretation he put on 'commitments and obligations'?" put in Senator Thompson.

Mr. Shonts, with a great deal of circumlocution, admitted this was true.

Tilts with Thompson.

Then Senator Thompson took up the details of the awarding of the contract for third-tracking the "L" lines to Gillespie & Co. The records showed that Gillespie offered to do the work on a 15 per cent commission basis, and two allied firms, Terry & Tench and Spare & Triest, at 15 1/2 and 15 3/4, respectively. Two other firms bid 17 and 18. During this examination Senator Thompson and the witness engaged in several lively tilts.

"Isn't it very remarkable that these three bids should be 15, 15 1/2 and 15 3/4?" asked Senator Thompson.

"Well, yes," admitted the witness. "Somebody must have told them who the other bidders were?"

"Don't you know that it is non-competitive bidding?"

"No."

"Well, everybody else does."

Senator Thompson then asked if it wasn't possible for bidders to get together, but Mr. Shonts said that, while it was possible, he thought that sort of thing beyond Gillespie & Co. and his associate bidders.

Senator Thompson told the witness that Mr. Tench, to whom the Gillespie people sublet part of the contract at 5 per cent, said he considered the contract very profitable at 5 per cent and would be willing to take it all at that price. It has been estimated that Gillespie & Co. will clean up more than \$1,000,000 on the contract.

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Of Skunk, Ruddy Seal, Taupe, Pointed and Dyed Blue Fox, Mink, Mole, Cub-bear and Fleher.

Preferred Safety to Dollars.

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NAUTICAL ALUMNI RAP WHITMAN

Protest Against Economy Plea That Will Doom Schoolship.

POINT TO JUNKETS OF STATE OFFICIALS

Steamship Representatives May Share Expense to Assure Training Craft.

From the rap of the toastmaster's gavel until the last speaker had voiced his feelings alumni of the New York Nautical School made their twelfth annual dinner at the Hotel Majestic last night a protest against Governor Whitman's recommendation to the State Legislature that the Newport, their floating alma mater, be returned to the navy. Each speaker stressed more forcibly than his predecessor the folly of abandoning the training ship just at this time when the country is awakening to a new interest in the merchant marine.

"I hope the echo of our protest will not only reach the ears of the Governor at Albany," said J. C. Reide, '89, the toastmaster, "I hope that our united appeal will resound to the White House in Washington."

Representatives of many steamship companies joined with the alumni in alleging that the Governor's decision to abolish the school is unpatriotic, because it will hinder the development of a corps of trained men for reserve officers in the navy.

To start the ball of Whitman criticism rolling, the toastmaster protested against the Governor's use of the state's money for junketing trips when funds are lacking to support the Nautical School ship. He said that he would like to remind the Governor that New York City is the backbone, the bulwark of New York State, and that if the maritime activities of the city are curtailed the state will shrink in commercial importance.

"This proposal to abandon the Newport is a vicious onslaught," cried the toastmaster, "which 200 alumni and guests rose to shout 'You're right!'"

"It is our business and the business of every good citizen," he continued, "to see that the Legislature does not enact into a law any bill carrying out the Governor's proposal."

Commodore Jacob W. Miller, chairman of the board of governors of the school and a former United States naval officer, said that the cruise of the Newport at the outbreak of the war "brought up this commonwealth in touch with Southern France and with a neighboring state in a way which

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will never be forgotten by our sister republic of Rhode Island.

The cruise of 15,000 miles by the Newport last summer to the Hawaiian Islands and the Panama Exposition, not only made men of the cadets, but, through their excellent conduct afloat and ashore, stirred California to the necessity of training ships on our western coast.

"I might well here draw the veil over what happened to dull our pride when the Governor of New York, in his efforts for economy, failed to recognize the value of the training ship and recommended its abandonment."

BOMB WRECKS HOME OF CHICAGO BANKER

Believed Placed by Creditor of Wealthy Italian.

(By Telegraph to The Tribune.)

Chicago, Feb. 19.—A powerful bomb shattered early to-day the handsome home, on Grand Boulevard, of Modestino Mastrogiovanni, an Italian, whose bank failed recently owing large sums to his fellow countrymen. Mastrogiovanni and his family of four, who were asleep at the time of the explosion, miraculously escaped without injury.

The bomb is believed to have been placed by one of the banker's creditors. A threat that he would be "blown up, turned" was recently received by Mastrogiovanni in a letter bearing the signature of the wife of one of his creditors.

The front of the banker's big stone residence, one-half of which is occupied by the family of Ira J. Mink, millionaire dairyman, was reduced to bits, and only the thick mattress of the bed on which he was sleeping saved the banker's life. "Had the bomb been placed beneath the building," said Captain Hesly said later, "not a person in the house would be alive to tell the story." The detonation shattered every window in the block and aroused the whole south side of the city.

A woman named Mrs. Campane Fols, the writer of a threatening letter to the banker, has been arrested by the police.

Rediscount Rate for Boston.

Washington, Feb. 19.—A rediscount rate of 3 per cent on trade acceptances running over three months was approved by the Federal Reserve Board today for the Boston Reserve Bank.

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TOGETHER WITH THE NICHE EFFECTS, ELLIPTICAL CANOTIERS, MUSHROOMS AND BONNETS—AT THE SAME TIME EMPHASIZING THE ORIGINALITIES OF GEORGETTE, LANVIN, TALBOT, MARIA GUY, LEWIS, HAMAR AND OTHER RENOWNED FRENCH ARTISTS.

Afternoon & Evening Gowns Garden & Beach Frocks

IN A SPLENDID ARRAY OF DELIGHTFUL NEW MODES: IN Dainty textures and resplendent colorings.

Costumes Tailleur of cloth & silk